

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Neuruppin Airfield</u>		
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED	1 April 1955
REFERENCES		25X1
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto
REMARKS		
This is UNEVALUATED Information		

1. The following air activity and aircraft were observed at Neuruppin airfield between 7 and 22 February 1955: 25X1
- 7 to 9 February. There was no air activity.
- 10 February. Some local flights at an altitude of about 400 meters were made by 1 Yak-14 and 1 Po-2.
- 11 February. Four to 5 MiG-15s or U-MiG-15s crossed over Neuruppin at an altitude of about 4,000 meters. 25X1
- 12 to 14 February. No air activity was observed.
- 15 February. Flying was continually practiced by 5 to 6 MiG-15s or U-MiG-15s which remained aloft for about 30 minutes. Between 1800 and 2200, night flights were made by swept-back jet fighters, while the searchlights at the western turning apron of the runway and near Nietverder were in operation. 25X1
- 16 February. No air activity was observed.
- 17 February. Between 1000 and 1400, 5 to 6 MiG-15s or U-MiG-15s circled individually and in elements of two over the field and its vicinity.
- 18 February. Between 1000 and 1500, individual flights of 25 to 30 minutes duration were made by swept-back jet fighters. 25X1
- 20 February. A total of 26 swept-back jet fighters were counted on the landing field.
- 21 February. At 1545, a Po-2 made a local flight at an altitude of 150 meters. At 1555, a Li-2 landed at the field.
- 22 February. Eight to 10 MiG-15s or U-MiG-15s flew individually and in elements of two at an altitude of about 4,000 meters. Firing at towed sleeve targets at an altitude of about 1,000 meters was practiced in the Wulkow - Zippelsfoerde area. 1

2. Air activity and aircraft observed between 11 and 23 February: 25X1
- The alert flight was regularly parked in the eastern section of the field. No flights were made by the alert aircraft. No aircraft were observed in the revetments.
- 11 February. Between 0900 and 1600, take-offs were made by individual aircraft and elements of two and formation flights were made by MiG-15s or U-MiG-15s. Flights at ground targets in the Hasenberg area were also made. The aircraft approached the target at an altitude of 1,500 to 2,000 meters, made a steep gliding flight to about 500 meters over the ground, then climbed again and repeated the procedure. FLASH

S-E-C-R-E-T

-2-

25X1

12 to 14 February. No air activity was observed.

15 February. Between 1700 and 2130, MiG-15s or U-MiG-15s made individual take-offs, local flights and landings. The horizon lights and runway lights were switched on.

16 February. No air activity was observed.

17 February. At about 0800, 3 groups each of 25 to 30 men who had arrived on 2 trucks started to clean the runway of snow. There were some small snow-drifts on the runway which were removed within 1½ hour by the men. The men were only equipped with shovels and brooms. Between 1000 and 1400, high-altitude flights were made by elements of 2 MiG-15s or U-MiG-15s. After the take-off, the aircraft assembled in elements of two at an altitude of 1,500 to 2,000 meters, climbed to about 6,000 meters for formation flying and landed individually.

18 February. Individual local flights were made by MiG-15s or U-MiG-15s.

19 February. Between 0900 and 0935, 4 MiG-15s or U-MiG-15s individually took off, made local flights and landed after about 12 minutes.

20 February. No air activity was observed.

22 February. At about 0920, one MiG-15 or U-MiG-15 took off, made a local flight and headed southwest. Between 0940 and 1500, individual take-offs and flights in elements of two at an altitude of about 6,000 meters were made by MiG-15s or U-MiG-15s. Approach flights at Yak-11s and firing at towed sleeve targets were observed in the area south of the field. Firing at towed sleeve targets was apparently practiced by experience personnel because these flights were made with greater accuracy than the other flights.

At 1430, 28 MiG-15s or U-MiG-15s, 4 Yak-11s and 4 Po-2s were counted on the landing field.

23 February. No air activity was observed.

25X1
25X125X1
25X1

3. Disc in air intake aperture of MiG-15

The partition wall in the air intake aperture of some airborne MiG-15s was clearly observed. Only three MiG-15s or U-MiG-15s had an ivory-colored disc, about 15 cm in diameter, in the upper portion of the partition wall and was partially embedded in the rim of the aperture. When the aircraft flew by, it was noticed that the disc-shaped inset projected slightly beyond the front edge of the air intake aperture. When seen from the front, the upper half of the disc was in the outer ring of the intake aperture and the lower half projected into the aperture itself. When compared with the observed disc the aiming camera was smaller and was fitted over the outer ring of the air intake aperture. 2

25X1
25X1

4. New device

The previously reported unidentified device, which consists of a frame of double tubes, was still observed southwest of the eastern gap in the fence. A plug-like device with a cable with the thickness of a thumb was seen at the lower part of the frame. 3

S-E-C-R-E-T

S-E-C-R-E-T

-3-

25X1

25X1

5. On 11 February, there was intensive air activity by MiG-15s or U-MiG-15s which took off individually and in elements of two and landed individually. About 25 MiG-15s or U-MiG-15s were parked on the dispersal area in the southeastern section of the field and the alert flight was parked east of the runway. Some tractors towed aircraft from the southeastern hardstand to the runway. The MiG-15s or U-MiG-15s including one with the No 150 Y were parked side-by-side just west of the alert flight along the southern edge of the runway. 1.
6. T-shaped structure
A T-shaped structure which apparently stood directly on the ground was observed near the southern taxiway, 150 meters northwest of the flight control building, next to a revetment. No guy wires were seen. The silver-gray beams appeared to be square and were about 6 meters long. The cross beam was parallel to the runway. 4
7. On 11 February, about 15 trucks and tank trucks were parked in the western garages along the taxiway north of the main guardhouse. Several AA guns and trucks mounting searchlights which were about 1 meter in diameter were parked in the eastern garages along the taxiway. 5
8. Between 0900 and 1600 on 11 February, local flying was practiced by MiG-15s or U-MiG-15s 1
9. At about 0830 on 27 February, no air activity was observed at the field. Twenty-four MiG-15s or U-MiG-15s were parked on the landing field. One tank truck, 2 trucks, 1 truck mounting a searchlight and 1 sedan were parked east of the eastern end of the runway, southwest of the gap in the fence. 1
10. The Kniferest-type radar set was still located at the southern edge of the landing field about 100 meters north of the officers' club. A steel mast about 9 meters high was seen nearby. 6
11. No air force officers were seen in the area of the Schuetzenhaus. 7
12. The Schuetzenhaus in the vicinity of Neuruppin airfield consisted of a three-story northern wing and the main wing, with a large assembly room on the ground floor and guests rooms on the upper floor. The eastern wing pointed to the south and housed 3 guests rooms and a kitchen. During the summer of 1954, air force personnel had apparently been quartered in the Schuetzenhaus because such personnel had regularly been seen passing through the barbed wire fence at the gap along Wittstocker Allee and coming on a foot path through fields from the direction of the Schuetzenhaus. The area of the Schuetzenhaus was surrounded by a board fence. Between 1100 and 1200 on 13 February, no personnel or motor vehicles were seen in the vicinity of the Schuetzenhaus. 7

25X1

25X1

25X1

25X1
25X1

25X1

25X1
25X1

1. Comment. Neuruppin airfield is still occupied by a fighter regiment. Air activity observed during the period under review indicates that the following two training stages have been reached: instruction flying by exchanged personnel and advanced training by cadre personnel. A total of 28 MiG-15s or U-MiG-15s, 4 Yak 11s and 4 Po-2s were counted on the landing field.
2. Comment. The disc in the air intake aperture presumably is an antenna covering for a range-finder or homing set. The installation in MiG-15s of such a device has been expected for a long period. description of a thin partition wall rib in the air intake aperture which indicates that a more powerful engine with a larger air volume was installed. For sketch of disc and partition wall in air intake aperture, see Annex.


S-E-C-R-E-T

~~S-E-C-R-E-T~~

-4-



25X1


3.  Comment. The purpose of the double-tube frame has not been identified.

25X1


4.




25X1

5.  Comment. The location of the motor vehicle sheds has previously been reported.

25X1

6.  Comment. The Kniferest-type radar set has been confirmed.

25X1

7.  Comment. It has previously been assumed that army units are quartered in the Schmetsenhaus.

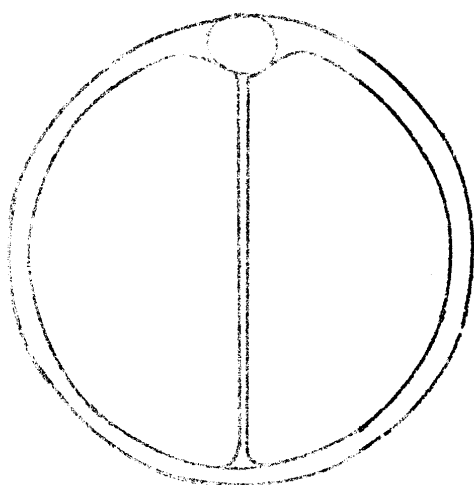
~~S-E-C-R-E-T~~

~~S-E-C-R-E-T~~

Annex

25X1

Air Intake Aperture of MIG-15 with Disc-shaped Inset and
Partition Well Observed at Neuruppin Airfield



~~S-E-C-R-E-T~~